coaches were all that more determined to bring home the title.

Mr. Speaker, I would ask that my colleagues join me in thanking the parents, teachers, students and others who have followed this team and offered their support for this squad throughout the entire season. Specifically, I would like to congratulate Head Coach Larry Ginn and the assistant coaches for a job well done.

I commend them all on the spirit, pride, and hard work they have shown to their community, and I wish them the very best of luck in seasons to come.

THE ''AIRPORT SAFETY ACT''

HON. JAMES A. TRAFICANT, JR.

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 17, 1998

Mr. TRAFICANT. Mr. Speaker, last week I introduced legislation, H.R. 3463, to require U.S. airports to install enhanced vision technologies to replace or enhance conventional landing light systems over the next ten years. The ''Airport Safety Act'' will more than pay for itself because of the cost effectiveness of enhanced vision technologies and the reduction in airplane landing accidents and aborted landings. I urge all members to support this important legislation.

H.R. 3463 defines enhanced vision technologies as laser guidance, ultraviolet guidance, and cold cathode technologies. The bill directs the U.S. Department of Transportation to issue regulations requiring airports to install these technologies to replace or enhance conventional landing light systems within ten years of enactment of the legislation. In addition, H.R. 3463 makes the installation of enhanced vision technologies eligible for funding under the airport improvement program.

This bill will make use of a proven new technology to dramatically enhance aviation safety. According to the Flight Safety Foundation, loss of flight crew situational awareness is the primary cause of most airplane accidents. Situational awareness is best defined as an accurate perception of the factors and conditions affecting the safe operation of an aircraft.

Enhanced vision technologies represent a dramatic breakthrough in improving flight crew situational awareness during airplane landings—especially in low visibility situations. The U.S. military has already thoroughly deployed and tested these technologies—with excellent results. Laser guidance systems provide pilots with a visual navigation flight path from as far as 20 miles from the runway, with the precision of an advanced instrument landing system. Best of all, the installation of enhanced vision technologies to replace or enhance conventional landing light systems will require no additional aircraft equipment.

In addition to dramatically improving the ability of commercial pilots to land aircraft during night time, fog and other foul weather conditions, these technologies also will dramatically reduce the likelihood of traffic collisions at airports with parallel runways.

Enhanced vision technologies provide the U.S. aviation system with an unlimited amount of applications. They can be built and installed at high or low density airports, airports located in mountainous terrain, unprepared and unlit airports, vertical landing zones, confined areas such as hospitals, law enforcement agencies, oil rig platforms and remote islands.

Perhaps the most dramatic aspect of enhanced vision technologies are their ability to penetrate most weather conditions—including dense fog. For example, ultraviolet electro-optical guidance systems (UVEOGS) are specifically designed to penetrate dense fog. In tests structured by the Federal Aviation Administration and the U.S. Air Force, UVEOGS were visible up to a half a mile under 700 feet visibility conditions. These tests indicated that when visibility conditions are 700 feet, an aircraft pilot can detect a UVEOGS cue on the heads-up display and transfer to actual visual approach guidance at a distance of at least 2,400 feet from the runway. UVEOGS technology will allow pilots to acquire runway visibility much earlier than with conventional systems—even under adverse weather conditions. This, in turn, will provide pilots with additional reaction time during landing approaches to make flight path corrections.

UVEOGS is also compatible with the enhance ground proximity warning system (EGPWS). The actual location and image of a runway, anchored to earth, can be displayed in concert with the EGPWS ground contour display. The combination of UVEOGS and EGPWS would mark a significant advance in preventing controlled flight into terrain accidents.

Cold cathode technology produces a more uniform light output than a typical incandescent light. As a result, cold cathode lights leave no after image on the retina, even after looking directly into the light. This is important in aviation applications, especially helicopter operations, because cold cathode lights allow a pilot to see around the light, not just the light itself, thereby increasing the pilot's situational awareness and spatial orientation.

One final note about enhanced vision technologies. Yes, there will be a cost to airports associated with replacing or enhancing conventional landing light system with enhanced vision technologies. However, because enhanced vision technologies generally use less electricity than conventional lighting landing light systems, and are less expensive to maintain, in the long run they will pay for themselves. In addition, the ''Airport Safety Act'' gives airports ten years to install this technology. Finally, the bill allows airports to use AIP money to finance the installation of the new technology.

There exist today technologies to reduce the threat to aviation safety posed by adverse weather. Enhanced vision technologies have been tested by the U.S. military. They work, and they work well. The time has come for Congress to step up to the plate and require that this proven safety-enhancing technology be installed at all U.S. airports. If Congress is truly concerned about aviation safety, it will pass H.R. 3463.

THE FACULTY RETIREMENT INCENTIVE ACT

HON. HARRIS W. FAWELL

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 17, 1998

Mr. FAWELL. Mr. Speaker, I am pleased to today join with my colleagues Messrs. GOODLING, MCKEON, ANDREWS, ROEMER, and PETRI in introducing the Faculty Retirement Incentive Act. This bill would amend the Age Discrimination in Employment Act of 1967 (ADEA) to clarify that it is permissible for colleges and universities to offer voluntary early retirement incentives to tenured faculty that are in part age-based.

I support the principles of the ADEA and note that the Act has already recognized the unique nature of faculty tenure. In 1986, when Congress amended the ADEA to abolish the mandatory retirement age, it included a seven year exemption for tenured faculty. On December 31, 1993, that exemption was allowed to expire as recommended by a congressionally mandated study, by the National Academy of Sciences, on the impact of an uncapped retirement age on higher education. The Academy's report, however, concluded that diminished faculty turnover—particularly at research universities—could increase costs and limit institutional flexibility in responding to changing academic needs, particularly with regard to necessary hires in new and expanding fields and discipline. It thus predicated its recommendation for ending mandatory retirement on the enactment of several proposals to mitigate these negative effects. The legislation I am introducing today is one of those proposals.

Moreover, this past January, the bipartisan National Commission on the Cost of Higher Education included this legislative initiative in its recommendations to check the skyrocketing cost of a college education. The Commission recommended that ''Congress enact a clarification to the Age Discrimination in Employment Act to ensure that institutions offering defined contribution retirement programs are able to offer early retirement incentives to tenured faculty members. The Commission endorses pending Senate Bill 153, which would accomplish this purpose.'' This legislation which I am introducing today is similar to S. 153, introduced by Senators MOYNIHAN and ASHCROFT.

However, unlike the Senate version, this bill does not permit an early retirement incentive open exclusively to faculty in a given age range. Under this legislation, a college or university must allow all faculty who qualify for a retirement incentive at the time a plan is established, but for their having attained too advanced an age, at least 6 months to elect to retire and receive that incentive. Thus, no professor is denied eligibility for any retirement incentive on the basis of age.

This legislation has been endorsed by the union that represents university faculty, the American Association of University Professors (AAUP). According to the AAUP, voluntary early retirement incentives are beneficial for both the faculty members who choose to retire and the institutions that need to encourage turnover to make necessary hires. Further, the voluntary nature of the proposed incentives and the double protections available to tenured faculty—the age discrimination laws and the tenure system—insure that this ''safe harbor'' cannot be used to penalize faculty members who choose not to retire. The AAUP wrote in a January 30, 1998 letter that it supports the legislation because ''the retirement incentives under discussion are offered on a voluntary basis . . . [and] the legislation would permit an offer of additional benefits. It would not permit institutions to reduce or eliminate